

ADVISORY CIRCULAR

No. : AC-28-01-021

Date : 1 March 2016

A. SUBJECT.

Line Flying Under Supervision (LFUS)

B. PURPOSE.

This Advisory Circular (AC) provides guidance for Air Operator Certificate (AOC) holder/applicant for line flying under supervision.

C. STATUS.

This is the first edition of AC - 28 - 01 - 021, dated 1 March 2016, and it will remain current until withdrawn or superseded.

D. CONTENTS.

- 1.0 General.
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E. REFERENCES:

This advisory circular should be read in conjunction with the JCAR OPS 1 line flying under supervision subjects.

Line Flying Under Supervision

1.0 General.

- 1.1 Line flying under supervision provides the opportunity for a flight crew member to carry into practice the procedures and techniques he has been made familiar with during the ground and flying training of a conversion course. This is accomplished under the supervision of a flight crew member specifically nominated and trained for the task. At the end of line flying under supervision the respective crew member should be able to perform a safe and efficient flight conducted within the tasks of his crewmember station.
- 1.2 Following completion of airplane/FSTD training and checking as part of the operator's conversion course, each flight crew member should operate a minimum number of sectors and/or flying hours under the supervision of a flight crew member nominated by the operator and acceptable to CARC.

2.0 Line Flying Under Supervision Sectors/Hours.

- 2.1 The period within which line flying experience is required on each type must be specified in the Operations Manual. The minimum sectors/hours of the line flying under supervision shall be specified in the operations manual and should be determined by the following:
 - a. Previous experience of the flight crew member.
 - b. Complexity of the airplane.
 - c. The type and area of operations.
- 2.2 The following are a guide line for the minimum sector of the line flying under supervision and are subject to CARC approval and must be based on 2.1 above:
 - a. Co-pilot undertaking first conversion course, total accumulated 100 hours or minimum 40 sectors.
 - b. Co-pilot upgrading to commander, minimum of 10 sectors when already qualified on the airplane type.
 - c. Co-pilot upgrading to commander, minimum of 20 sectors when converting to a new type.
 - d. A minimum of 10 sectors is required for a commander/co pilot changing operator when already qualified on the airplane type and the type and area of operations.

- e. A minimum of 20 sectors is required for a commander/co pilot changing operator when converting to a new type.
- f. A minimum of 10 sectors is required for a commander/co pilot when converting to a new type with the same operator.

3.0 Route and Aerodrome Competence Qualification.

3.1 General.

- a. The minimum sectors/hours of the line flying under supervision shall be determined by the type and area of operation.
- b. An operator shall ensure that, prior to being assigned as commander or as pilot to whom the conduct of the flight may be delegated by the commander; the pilot has obtained adequate knowledge of the route to be flown and of the aerodromes (including alternates), facilities and procedures to be used.

3.2 Route competence.

- a. Route competence training should include knowledge of:
 - (1) Terrain and minimum safe altitudes.
 - (2) Seasonal meteorological conditions.
 - (3) Meteorological, communication and air traffic facilities, services and procedures.
 - (4) Search and rescue procedures.
 - (5) Navigational facilities associated with the route along which the flight is to take place.
- b. Depending on the complexity of the route, as assessed by the operator, the following methods of familiarization should be used:
 - (1) For the less complex routes, familiarization by self-briefing with route documentation, or by means of programmed instruction.
 - (2) For the more complex routes, in addition to above, in flight familiarization as a commander, co-pilot or observers under supervision, or familiarization in a Synthetic Training Device using a database appropriate to the route concerned.

3.3 Aerodrome competence

- a. The Operations Manual should specify a method of categorization of aerodromes and specify the requirements necessary for each of these categories. The Operations Manual should specify the parameters which qualify an aerodrome to be considered Category A and then provide a list of those aerodromes categorized as B or C.
- b. All aerodromes to which an operator operates should be categorized in one of these three categories. The operator's categorization should be acceptable to CARC.
- c. **Category A.** An aerodrome which satisfies all of the following requirements:
 - (1) An approved instrument approach procedure.
 - (2) At least one runway with no performance limited procedure for take-off and/or landing.
 - (3) Published circling minima not higher than 1 000 feet above aerodrome level.
 - (4) Night operations capability.
- d. **Category B.** An aerodrome which does not satisfy the Category A requirements or which requires extra considerations such as:
 - (1) Non-standard approach aids and/or approach patterns; or
 - (2) Unusual local weather conditions; or
 - (3) Unusual characteristics or performance limitations; or
 - (4) Any other relevant considerations including obstructions, physical layout, lighting etc.

Prior to operating to a Category B aerodrome, the commander should be briefed, or self-briefed by means of programmed instruction, on the Category B aerodrome(s) concerned and should certify that he has carried out these instructions.

- e. **Category C.** An aerodrome which requires additional considerations to a Category B aerodrome. Prior to operating to a Category C aerodrome, the commander should be briefed and visit the aerodrome as an observer and/or undertake instruction in a Flight Simulator. This instruction should be certified by the operator.

- 4.0 Special approvals.** Line flying under supervision shall include training on the required approval related to the area of operations.
- 5.0 Line Check.** For both co-pilot and commander complete Line Checks - 2 sectors after the completion of line flying under supervision requirements.

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